

LISTING OF CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. through 14. (Cancelled).

15. (New) A drive train, comprising:
an internal combustion engine;
an exhaust gas turbine arranged in an exhaust gas flow of said internal combustion engine;

a crankshaft being driven by said internal combustion engine;

a hydrodynamic coupling having a primary impeller and a secondary impeller, the primary and secondary impellers forming a working chamber that can be filled with a working medium for transmission of torque, said hydrodynamic coupling optionally coupling said crankshaft to said exhaust gas turbine so that said crankshaft is driven by said exhaust gas turbine, the primary impeller being in driven connection with said exhaust gas turbine, the secondary impeller being in driven connection with said crankshaft, the primary impeller being optionally mechanically braked and locked in place against rotary movement so that said hydrodynamic coupling functions as a hydrodynamic retarder; and

a control for draining the working chamber of said hydrodynamic coupling to a pre-given level of filling during a switching to a retarder operation, said hydrodynamic coupling functioning as the hydrodynamic retarder prior to and/or during braking of the primary impeller.

16. (New) The drive train according to claim 15, further comprising a multi-disk clutch being associated with the primary impeller, said multi-disk clutch being designed for mechanical braking and locking in place the primary impeller.

17. (New) The drive train according to claim 15, wherein said hydrodynamic coupling is arranged in a cooling circuit of a vehicle, and wherein the working medium is a vehicle cooling medium.

18. (New) The drive train according to claim 17, further comprising a 3/2-directional control valve in the cooling circuit, said 3/2-directional control valve dividing a working medium flow in a first direction of said hydrodynamic coupling and in a second direction of said internal combustion engine when the primary impeller is not braked, said 3/2-directional control valve interrupting the working medium flow in the first direction directly prior to braking and/or during braking of the primary impeller.

19. (New) The drive train according to claim 17, further comprising an engageable or regulatable throttle site in an upstream flow direction of said hydrodynamic coupling, said engageable or regulatable throttle site throttling a flow of working medium into the working chamber prior to braking and/or during braking of the primary impeller.

20. (New) The drive train according to claim 17, further comprising an engageable or regulatable outlet opening in a downstream flow direction of said hydrodynamic coupling, said engageable or regulatable outlet opening increasing a flow of working medium out of the working chamber when the working chamber is drained.

21. (New) The drive train according to claim 20, wherein said engageable or regulatable outlet opening is a discharge control valve.

22. (New) A process of controlling a drive train, comprising:

utilizing exhaust gas energy with a driven exhaust gas turbine to keep a hydrodynamic coupling filled with working medium to a first pre-given filling level or completely filled when neither a primary impeller or a secondary impeller of the hydrodynamic coupling are mechanically braked;

filling a working chamber of the hydrodynamic coupling to a second pre-given filling level when the primary impeller is mechanically locked in place; and

draining the working chamber to a third pre-given filling level or completely prior to mechanically braking and/or during mechanically braking of the primary impeller.

23. (New) The process according to claim 22, wherein the second pre-given filling level is lower than the first pre-given filling level.

24. (New) The process according to claim 23, wherein said third pre-given filling level is the same as the second pre-given filling level.

25. (New) The process according to claim 23, wherein said third pre-given filling level is lower than the second pre-given filling level.

26. (New) The process according to claim 22, wherein said draining step comprises throttling a flow of working medium introduced into the working chamber.

27. (New) The process according to claim 22, wherein said draining step comprises increasing a flow of working medium discharged out of the working chamber.

28. (New) The process according to claim 22, wherein said draining step comprises interrupting a flow of working medium introduced into the working chamber.